

# The Hongkong Telegraph.

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SATURDAY, OCTOBER 14, 1905.

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六月四日英語香港

## Intimations.

If it's power  
you want,

take  
**BOVRIL**

**BOVRIL**

[57]

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL \$10,000,000  
RESERVE FUND \$10,000,000 Sterling Reserve \$18,500,000 Silver Reserve \$8,500,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, H. Schuhart, Esq.  
E. Goetz, Esq. E. Shelling, Esq.  
G. H. Medhurst, Esq. Hon. R. Shaw.  
A. J. Raymond, Esq. N. A. Siebs, Esq.  
F. Salinger, Esq.

CHIEF MANAGER:

J. R. M. SMITH.  
MANAGER:

Shanghai—H. E. R. HUNTER.  
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager,

Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER

CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,  
Chief Manager,

Hongkong, 1st May, 1905. [23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL \$1,750,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank).

Direction der Disconto-Gesellschaft Deutsche Bank.

S. Bleichroeder.

Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Warthafer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank.

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Sub-Manager.

Hongkong, 9th September, 1905. [24]

## Intimations.

JAPAN



COALS.

## THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SUIGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chaofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokoaka, Nagoya, Osaka, Kobe, Maiduru, Kura, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Milke, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE OWNERS of Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tanbakuro, Yoshinotani, Yohio, Yonokibara and other Coals.

8 MINAMI—Manager—Hongkong.

WHEN YOU SEND YOUR "BOY" FOR

## Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

## THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [948]

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. M. PARLANE,  
Manager,

Hongkong, 2nd June, 1905. [949]

## MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, MANDOLINE, and in MUSIC, by a Teacher of Experience.

For terms, apply to—

"E.",  
C/o Hongkong Telegraph.  
Hongkong, 12th September, 1905. [950]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR                                                                         | STEAMERS              | TO SAIL ON         | REMARKS.                   |
|-----------------------------------------------------------------------------|-----------------------|--------------------|----------------------------|
| YOKOHAMA VIA SHANGHAI, POONA, MOJI, and KOBE                                | C. R. Longden, R.N.R. | About 15th October | Freight only.              |
| SHANGHAI                                                                    | ARCADIA               | About 16th October | Freight and Passage.       |
| LONDON, &c.                                                                 | CHUSAN                | October 21st, Noon | See Special Advertisement. |
| SHANGHAI and KOBE                                                           | MAZAGAN               | About 21st October | Freight only.              |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | PIERA                 | About 25th October | Freight only.              |

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 13th October, 1905. [2]

[57]

Intimations.

## LANE, CRAWFORD & CO.

### GENTLEMEN'S OUTFITTING DEPT.

NOW SHOWING  
NEWEST AUTUMN NOVELTIES

### IN SILK NECKWEAR.

### LINCOLN & BENNETT'S CELEBRATED HATS.

### TWEED GOLF & MOTOR CAPS.

### A LARGE VARIETY OF

### WALKING STICKS.

### LEATHER LEGGINGS.

### NEW STYLES AND CLOTHES.

### RAINCOATS.

### EVERY REQUISITE FOR

### DRESS WEAR.

LANE, CRAWFORD & CO.  
Hongkong, 29th September, 1905. [134]

## TURKISH CIGARETTES.

JOHN PETRINO & Co.

|               |               |        |
|---------------|---------------|--------|
| GRAND FORMAT  | Per Tin of 50 | \$1.75 |
| GOLD TIPPED   | "             | 1.60   |
| STAR OF INDIA | "             | 2.75   |
| PRINCESS      | "             | 2.20   |

Telephone

No. 75.

CALDBECK MACGREGOR & CO.,  
15, Queen's Road Central.

Hongkong, 27th September, 1905. [137]

[57]

SOLE AGENTS:

JOHN PETRINO & Co.

Telephone

134.

WANTED.

A COMPRADORE with \$6,000 Cash.

Apply to—

"Z. A."

C/o This Newspaper.

Hongkong, 13th October, 1905. [1005]

[57]

IN THE MATTER OF THE TEHRAU PLANTING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on

and after SATURDAY, 30th September,

the LIQUIDATORS are prepared to distribute a

first and final Dividend of Two Dollars and

Twenty-six and Seven-tenths Cents per Share

to those Shareholders who apply for same and

deposit their Share Certificates at the Office of

the Undersigned, Alexander Buildings, Des

Vieux Road, Hongkong.

JOHN D. HUMPHREYS & SON,

Liquidators.

Hongkong, 22nd September, 1905. [1955]

[57]

A. CHAZALON & CO.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

|                     |                  |                        |
|---------------------|------------------|------------------------|
| S.S. "HONAM," ..... | 3,363 tons ..... | Captain H. D. Jones    |
| "POWAN," .....      | 2,338 "          | G. F. Morrison, R.N.R. |
| "FATSHAN," .....    | 2,260 "          | R. D. Thomas.          |
| "HANKOW," .....     | 3,073 "          | C. V. Lloyd.           |
| "KINSHAN," .....    | 1,995 "          | J. J. Lossius.         |

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

|                                                                                         |                  |                       |
|-----------------------------------------------------------------------------------------|------------------|-----------------------|
| S.S. "HEUNGSHAN," .....                                                                 | 1,978 tons ..... | Captain W. E. Clarke. |
| Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon. |                  |                       |
| Departures from Macao to Hongkong daily at 8 A.M.                                       |                  |                       |

## CANTON-MACAO LINE.

|                                                                                                                                                                              |                |                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|--------------------|
| S.S. "LUNGSHAN," .....                                                                                                                                                       | 219 tons ..... | Captain T. Hamlin. |
| This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M. |                |                    |

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

|                      |                |                          |
|----------------------|----------------|--------------------------|
| S.S. "SAINAM," ..... | 588 tons ..... | Captain W. A. Valentine. |
| "NANNING," .....     | 569 "          | C. Butchart.             |

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Maohung, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Ling, Luk-Pu, Luk-To, Lo-Ting-Hau, Tak-Ling, Dosing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak Hing .....Single \$12.50. Return \$21.00.

Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Mens charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

... Of BUTTERFIELD & SWIRE,

Hongkong, 8th September, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

| Steamers.                                                              | Tons.  | Commanders.          | Sailing Dates.       |
|------------------------------------------------------------------------|--------|----------------------|----------------------|
| R.M.S. "EMPEROR OF CHINA," .....                                       | 6,000. | R. Archibald, R.N.R. | WEDNESDAY, 18th Oct. |
| "ATHENIAN," .....                                                      | 2,440. | S. Robinson, R.N.R.  | WEDNESDAY, 1st Nov.  |
| "EMPEROR OF INDIA," .....                                              | 6,000. | E. Beetham, R.N.R.   | WEDNESDAY, 15th Nov. |
| "TARTAR," .....                                                        | 1,425. | W. Davison, R.N.R.   | WEDNESDAY, 29th Nov. |
| "EMPEROR OF JAPAN," .....                                              | 6,000. | H. Pybus, R.N.R.     | WEDNESDAY, 31st Dec. |
| Hongkong to London, 1st Class, via St. Lawrence &c. 1/4 New York £62.  |        |                      |                      |
| Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... | 540.   |                      | £42.                 |

THE magnificient Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) IN 10 DAYS, and make connection with the FAMOUS OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information; Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent,

Hongkong, 20th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [to

## HAMBURG-AMERIKA LINIE.

## OSTASIATISCHE LINIEN.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| DESTINATIONS.                                                                                                                                                                                           | SAILING DATES.                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|
| SLAVONIA .....                                                                                                                                                                                          | HAVRE, BREMEN and HAMBURG.                 |
| Roden .....                                                                                                                                                                                             | { Calling at S'PORE, PENANG & COLOMBO.     |
| BORUSSIA* .....                                                                                                                                                                                         | HAVRE and HAMBURG.                         |
| Hahn .....                                                                                                                                                                                              | { Calling at S'PORE, PENANG & COLOMBO.     |
| SEBRIA .....                                                                                                                                                                                            | HAVRE and HAMBURG.                         |
| Hoffschmidt .....                                                                                                                                                                                       | { Calling at S'PORE, PENANG & COLOMBO.     |
| SENEGAMBIA .....                                                                                                                                                                                        | HAVRE, BREMEN and HAMBURG.                 |
| Peter .....                                                                                                                                                                                             | { Calling at S'PORE, PENANG & COLOMBO.     |
| C. FRED. LAEISZ .....                                                                                                                                                                                   | HAVRE and HAMBURG.                         |
| Meyerdeks .....                                                                                                                                                                                         | { Calling at S'PORE, PENANG & COLOMBO.     |
| SITHONIA .....                                                                                                                                                                                          | HAVRE and HAMBURG.                         |
| Hildebrandt .....                                                                                                                                                                                       | { Calling at S'PORE, PENANG & COLOMBO.     |
| NUBIA .....                                                                                                                                                                                             | NEW YORK VIA SUEZ.                         |
| Habel .....                                                                                                                                                                                             | with liberty to call at the Malabar coast. |
| * Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by Electricity. Only qualified Doctors are carried. | About 31st Dec.                            |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 12th October, 1905.

D. NOMA, TATTOOER,  
6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,000 Recommendations which I have received from all sources.

Hongkong, 16th November, 1905.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZI, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS;

Stearmers will call at GIBRALTAR and SOUTHAMPTON to land Passengers

and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION.)

## STEAMERS.

## SAILING DATES.

ZIETEN ..... WEDNESDAY, 25th October.

PRINZESS ALICE ..... WEDNESDAY, 8th November.

SACHSEN ..... WEDNESDAY, 22nd November.

PRINZ REGENT LUFTPOLD ..... WEDNESDAY, 5th December.

PRINZ HEINRICH ..... WEDNESDAY, 20th December.

PRINZ EITEL FRIEDRICH ..... WEDNESDAY, 3rd January, 1906.

GNEISENAU ..... WEDNESDAY, 17th January.

ROHN ..... WEDNESDAY, 31st January.

PREUSSEN ..... WEDNESDAY, 14th February.

ZIETEN ..... WEDNESDAY, 28th February.

PRINZESS ALICE ..... WEDNESDAY, 14th March.

SEYDLITZ ..... WEDNESDAY, 28th March.

PRINZ REGENT LUFTPOLD ..... WEDNESDAY, 11th April.

PRINZ EITEL FRIEDRICH ..... WEDNESDAY, 25th April.

ON WEDNESDAY, the 25th day of October, 1905, at Noon, the Steamer ZIETEN, Capt. F. von Binsen, with MAILED, PASSENGERS, SPICE and CARGO, will leave this Port, as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 23rd October. Cargo and

Parcels will be received on Board until 5 P.M., on TUESDAY, the 24th October, and Parcels

will be received on Board until 5 P.M., on TUESDAY, the 24th October.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE,

MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

## (Subject to alteration.)

## STEAMERS.

## SAILING DATES.

PRINZ WALDEMAR ..... 3,227 ..... TUESDAY, 17th October.

PRINZ SIGISMUND ..... 3,302 ..... TUESDAY, 14th November.

WILLEHAD ..... 4,762 ..... TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamer PRINZ WALDEMAR,

Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

</div

## Intimation.

**WM. POWELL,**  
LIMITED.

**GENTLEMEN'S  
DEPARTMENT,**

28, Queen's Road.  
(OPPOSITE THE CLOCK TOWER.)

**NEW  
AUTUMN  
GOODS.  
NOW ON SHOW.**

**FELT AND STRAW  
HATS.  
SILK  
NECKWEAR.**

**SMART  
HALF-HOSE.  
LIGHT-WEIGHT  
UNSHRINKABLE  
WOOLLEN  
UNDERWEAR.**

**IDEAL  
LIGHT-WEIGHT  
FLANNEL  
SHIRTS**

with detachable  
Double Collars to match.

**BLACK & BROWN  
GLACE & CALF  
BOOTS & SHOES**

Our Well-known

**DRESS SHIRTS,**  
\$3 to \$6.50 each.

INSPECTION INVITED.

**Wm. POWELL, Ltd.,  
28, QUEEN'S ROAD, HONGKONG.**

Hongkong, 7th October, 1905.

## Intimations.

## THE BRITISH SIDE

of life. It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to blemishes. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. And who can reckon up the tenfold aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind; like a vast cloud it hangs over a multitude no one number. You can see these people everywhere. For their life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure. Remedies like

## WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cud Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anæmia, Throat and Lung Troubles, and enervating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. H. L. Reddy, B.A., M.D., L.R.C.S., Edinburg.—I. R. C. P., London.—Physician Woman's Hospital—Professor University of Bishops College, Canada, says: "I have much pleasure in stating that I have used it in cases of debility and have found it to be a very valuable remedy as well as pleasing to take." You can take it with the assurance of getting well. It never disappoints. Sold by all chemists.

[79]

THE TRADE MARKS ORDINANCE,  
1898.APPLICATION FOR REGISTRATION OF  
TRADE MARKS.

NOTICE is hereby given that THE BRADFORD DYER'S ASSOCIATION, LIMITED, Registered Office, 39, Wall Street, Bradford, England, Dyers, has on the 30th day of June, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:

1. The Representation of a Red Seal with the monogram B.D.A.
2. The Representation of a Chinese lucky stick.
3. The Representation of a lot of Chinese Books.
4. The Representation of Chinese Castanets.
5. A Yellow Seal with black border and the monogram B.D.A. and the Chinese characters 麻華染坊公司, meaning Lai Wa Dyeing Company.
6. A Red Seal with black border, and the monogram B.D.A. and the said Chinese characters meaning Lai Wa Dyeing Company.
7. A Gold Seal with black border, the monogram B.D.A. and the said Chinese characters meaning Lai Wa Dyeing Company.
8. A Blue Seal with silver border, the monogram B.D.A. and the said Chinese characters meaning Lai Wa Dyeing Company.
9. A Silver Seal with black border, the monogram B.D.A. and the said Chinese characters meaning Lai Wa Dyeing Company.

in the name of THE BRADFORD DYER'S ASSOCIATION, LIMITED, who claims to be the Proprietor thereof.

The Trade Mark has been used by the applicant in respect of the following goods:

COTTON PIECE GOODS OR ALL KINDS IN CLASS 24.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of September, 1905.

DENNYS & HOWLEY,

Solicitors for the Applicant.

[926]

BAY VIEW HOUSE,  
MACAO.

SITUATED at the most charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, DINNERES, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:  
"BAYVIEW, MACAO."

Macao, 7th June, 1905.

[64]

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph, and they are warned against paying more than TEN CENTS (one cent) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 2nd September, 1905.

[53]

## PEACE.

There will be peace, my brothers; there will be peace, my lords.  
Tell it wherever the sevenfold seas are riden by militant hordes;  
Name it, proclaim it, wherever man riseth his hand aginst man,  
For swords shall be beaten to plowshares, and murder no ruler shall plan.  
Ay, about till the heavens give answer in echoes that never shall cease:  
"The madness for killing is ended; we walk in the valley of peace!"  
Record in, thou thyling angel, in the wonderful volume above:

"Man worshipped his idol of Hatred; he bows at the altar of Love."  
But the wife of the Cossack is weeping;  
The little brown woman makes moan.  
Ah, peace is a blessing, my masters—  
But how will you give them their own?

Ay, peace is a blessing, my masters—but what of the war that is sped?

And how shall the cripples know healing? And how will ye give back the dead?

Tis pity, sore pity, ye masters who order poor subjects to slay;

That the price of this infinite slaughter so rarely, so rarely ye pay.

If thine were the wives that are weeping, or thine were the sons women moan—

They are not to see to it shrewdly the stricken are rarely thine own,

O! Peace is the song I am singing, yet the song is but desolate, for—

I cannot forget that she walketh in blood-sodden footprints of War.

For the little brown woman is weeping;

The wife of the Cossack makes moan.

Their loved ones have gone from their keeping—

And how will you give them their own?

By A. J. Waterhouse.

[52]

METRIC SYSTEM IN ENGLAND.

SUCCESSFUL PROPAGANDA.

It is interesting to learn from the *Westminster Gazette* that the movement in favour of the compulsory adoption of the metric system of weight and measures may now be fairly said to have the support of the majority of important firms and men of eminence in Great Britain. The passage of the Bill introduced by Lord Belgrave and Stenton in the House of Lords, coupled with the unconditional promise of the votes of more than 300 members of the Lower House, should the concession of business ever be sufficiently relaxed to allow of the discussion of the measure, gave a well-deserved impetus to the movement. The petitions from town, city, and county councils in favour of the bill represented a population of more than eight millions. Five million working-men were represented at the Trade Union Congress at Leeds, where a unanimous resolution in favour of the Bill was carried, and it was decided to ask the Home Secretary to receive a deputation in its support. The only Colonies which do not approve of the movement are St. Helena, Cyprus, Lagos, Barbados, Bahamas, and Weiwei. All the rest are prepared to follow Great Britain and to endure whatever temporary inconvenience may follow on the change. This, no doubt, will be the attitude of the majority of those who have given time and thought to the question. The important thing, after all, is not whether the metre is a rational or irrational unit, but the adoption of a universal system with the minimum of inconvenience to the greatest number. For practical convenience it affords the maximum of facility in the countless transactions and computations of science, manufacture, and commerce, for its terminology is concise, definite, and absolutely free from ambiguity of any kind whatever. On this ground the Customs Congress of all the American Republics strongly urged the adoption of the metric system, in particular for the consequent simplification of the transaction with international trade. In support of their contention they appealed to the experience of forty countries of the world.

And here, at home, continues the London journal, the tide is rising. The latest edition of the *British Pharmacopœia* gives the equivalents for all prescriptions in metric units, side by side with the weights and measures used at present. Accountants and auditors look forward to an immense simplification of their intricate labours. The Silk Association finds its way blocked in securing international uniformity in the numbering of the counts of yarn, until the metric system is adopted.

The retailers, who of the community will be put to the greatest expense of all, continue to give their cordial and consistent support to the measure. They make certain very sensible recommendations whereby the adoption of the system will be accompanied with the least possible dislocation of trade. Wherever public grants are given to schools, primary or secondary, inspectors should be instructed to pay special attention to the manner of instruction in the system. At the same time Government offices should issue all its specifications and orders in terms of metric units, and export merchants use them in all their transactions. It is curious to note that even the weight which must attach to any stamp or proposal made by the late Mr. Herbert Spencer has not adversely affected the prospects of the passing of the Bill. The Decimal Association has wisely published a pamphlet in reply to an opponent of such undisputed eminence, concludes the *Gazette*. The reply seems to us to be just what is wanted for the information of the "man in the street," and we can only regret that a certain lack of dignity in the presentation of the argument makes one suspect that the author, Mr. J. H. Van Blenc, must be of the opinion that the interesting and no doubt important individual for whose taste and information he is catering is always in the taproom or at the bar. The author has not the calibre of Mr. Dooley. The opposition, which seemed so general in the textile trades appears to be dying out, as far as can be judged from the reports of yarn merchants and the American Chamber of Commerce.

[53]

## Insurance.

## NORTH-GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undesignated AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.

Hongkong 28th May, 1905.

## Consignees.

## NOTICE TO CONSIGNEES.

## "GLEN LINE-OF-STEAMERS."

FROM LONDON, &c.

THE Steamship

"GLENLOCHY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on, unless instructions are given to the contrary before, 4 P.M., TO-DAY.

Goods not cleared by the 20th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within ten days of the ship's arrival.

MCGREGOR BROS. & GOW.

Hongkong, 13th October, 1905.

[52]

## FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE II. A. L. Steamship

"RAETIA"

Captain Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undesignated and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival, here after, which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKAN LINE,

Hongkong Office.

Hongkong, 13th October, 1905.

[50]

"BEN LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND STRAITS.

[51]

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undesignated on or before the 23rd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 9th October, 1905.

[50]

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

WINE & SPIRIT  
MERCHANTS,

HAVE BEEN APPOINTED AGENTS  
FOR MESSRS.

ROBERT PORTER  
& CO.,

BOTTLERS OF THE FAMOUS

BULL DOG  
BRAND.

BASS' ALE, GUINNESS' STOUT,

AND

LIGHT ALES.

## PRICES:

PER CASE

|                                     |                    |                     |
|-------------------------------------|--------------------|---------------------|
| "BULLDOG"                           | 8 doz. pts. \$15.  | Perdoz. pts. \$3.25 |
| "BULLDOG"                           | 4 " qts. \$18.     | " qts. \$4.50       |
| Light Ale in Cham-pagne Bots.       | 8 " pts. \$2.50    | " pts. \$3.00       |
| (Specially brewed for this climate) | 12 " splits \$2.75 | " splits \$2.40     |
| "BULLDOG"                           | 8 " pts. \$2.40    | " pts. \$3.00       |
| (Guinness' Stout)                   | 12 " splits \$2.80 | " splits \$2.40     |

A. S. WATSON & CO.,  
LIMITED,

ALEXANDRA BUILDINGS,

ESTABLISHED A.D. 1841.  
Hongkong, 23rd September, 1905.

\$16.00

WILL BUY A CASE

OF

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.  
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
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WEEKLY—\$13 per annum.  
This price per quarter, and per annum, proportional. The daily issue is delivered free, when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 10 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 14, 1905.

## OUR SISTER COLONY.

Looking back over the year's work of the Straits Legislative Council as reviewed by the Governor on the first reading of the Supply Bill last week, one cannot but feel, at first, inclined to wonder when our neighbours are going to be the happy possessors of a stable dollar. H.E. Sir John Anderson remarks, that they cannot point to any considerable improvement in the trade of the Colony; the depression which set in last year has not yet come to an end, although he felt justified in declaring that there were signs that it was about to lift. Imports for the first six months of the current year amounted to one hundred and sixty-six millions of dollars, or rather more than sixteen million pounds, but as the Singapore Free Press points out, the Colony's "days of leaps and bounds," which used to be a familiar figure of speech in former Budget speeches, have gone, for a time at any rate. With a fixity of exchange a great increase in the volume of trade should quickly be brought about and a much more satisfactory budget presented. The revenue estimated for the fiscal year is \$11,453,130, being \$67,225 short of the original estimate, while the estimated revenue for 1905 is put at \$9,479,064, which falls short of the original estimate for 1905 by \$2,041,201 and of the revised estimates for this year by \$1,974,066. The estimates for 1906 shows a loss of \$1,134,000 on the Singapore and Penang Opium Farm of which sum \$720,000 is the amount which the Government have allowed the Farms to defer payment of during the year. They hold ample security for this advance which bears 5 percent interest, and with the present low price of opium His Excellency says that the prospects of the Farm have greatly improved, and they need have no fear of receiving payment in full of these advances in 1907. The estimated expenditure for the year reported on was \$11,360,219, but over and above this amount there have been added to the charge on the Colony further charges (including re-votes) which up to date amount to \$963,620 estimated actual expenditure—including works the execution of which has been postponed, is now put down at \$10,591,745 showing an estimated excess of revenue over expenditure of \$861,385, thus increasing the estimated balance to the credit of the Colony at the end of 1905 by this amount. It was pointed out by His Excellency that while the estimated balance to the credit of the Colony on 31st December is satisfactory, this is partly due to the impossibility of carrying out some of the works provided for in the current year, and to others not being completed, but mainly to the sale of the Malacca Railway. On the whole, Sir John Anderson regards with satisfaction the state of the Colony's finance. The estimated expenditure exceeds the probable revenue by \$214,000, but the sum to be voted for the completion of the railway to the docks is \$314,000, so that excluding that they should have had an estimated balance on the year of \$100,000. They would now open the year 1907 with a balance of assets of some three and a half million dollars, and with the prospect of a largely improved revenue from the re-leasing of the farms next year, and, he trusted, a stable currency. The Free Press says the novel point is that the Colony is this year to go into the money market for a loan necessitated by the Colony's acquisition of the Tanjong Pagar Dock Company's property. "To have a debt is to be really respectable, and every well-regulated Government should have some indebtedness just for the look of the thing. It was the want of that that led to our resources being scooped for military contribution, when our revenues were far less than they are to-day." So far as this contribution is concerned we are to the good in comparison with Singapore, and as for a loan, we take it, that everyone will agree our Government is eminently respectable and exceptionally well-regulated.

## ABSENT WITHOUT LEAVE.

We should imagine that quite a little flutter will be caused in the servants' dovecots, and particularly in those supplying labour for big firms by the substantial fine imposed at the Magistracy yesterday, on a coxswain of the Hongkong and Whampoa Dock Company who unlawfully absented himself from duty without the permission of his employers. It is not often that such a charge is formulated and pressed home with such force as was the case yesterday, and if only persons who have to engage Chinese boys would remember that the law provides ample punishment for impudent desertions a stop might soon be put to such annoyances. It will not be gainsaid that there seems to be an impression among house-boys, coolies and native servants in general that they can take a day off whenever it occurs to them, that the monotony of labour might be relieved by a short holiday. But that is not so. Mr. Hazelton laid down the law very clearly at the Police Court yesterday afternoon, and, to impress upon the defendant the error of his ways fined the coxswain \$100 or three months' gaol.

It would be a pretty state of affairs if our servants could go "Canton side" to bury a grandmother or attend a sick father whenever they chose. Their inconvenience us enough as it is, and although the law makes it clear what they may not do we have still the same old troubles with the boys. They are gradually being roped in and made to appreciate the fact that where they are receiving a monthly wage they have to be alive to a keen appreciation of what is expected of them.

## LOCAL AND GENERAL.

THE German mail of the 13th September was delivered in London on the 13th inst.

THE next Criminal sessions of the Supreme Court will be held on Wednesday, the 18th inst., at 10 a.m.

UP to the end of August over 120,000 Chinese immigrants arrived in Singapore, of whom about 9 per cent were women or girls.

THE Jockey Club held a meeting to-day at noon, but the only business done was the unanimous re-election of all the present stewards and officers.

THE Captain Superintendent of Police has given notice that 53 boats now in the hands of the Water Police will, if not claimed, within one week from the 13th inst., be sold by public auction.

DURING the month of August 650 deaths were registered in the Colony. Of these 25 were among the European and foreign community, the civil population recording 24, the other being from the army.

A CORRESPONDENT of the B.N.H. Herald inquires if anyone can inform him if a snow-white specimen of the dwarf Kingfisher has ever been found. He has been lucky enough to secure one of these extremely rare albinos.

THE Hon. Mr. Basil Taylor, Marine Magistrate, fined a number of boatmen sums varying from \$3 to \$15 for disobeying the Harbour Rules by obstructing the approaches to the Harbour Master's Wharf, during this morning.

IT seems that Singapore is also troubled with a housing problem, but the Governor has laid his proposals on the subject before the Secretary of State, and hopes shortly to be able to introduce legislation on the subject of the improvement of certain congested districts of the town.

H.E. THE Governor has granted to Captain D. MacDonald, Hongkong Volunteer Corps, leave of absence for twelve months, commencing from the 14th instant, and has appointed Mr. R. Hunter to be acting surveyor of boilers of steam-launches under 62 tons, during the absence on leave of Capt. D. MacDonald.

THE Hongkong Voluntary Corps will carry out 15 pr E.L. Maxim gun practice, from a position on the northern shore of Stonecutters Island in a west-north-western direction at targets placed on the slope of Chung Hue at a range of about 3,500 yards and also anchored barrel targets, at 6.30 a.m. on the 23rd inst., and at 3 p.m. on the 28th inst., if the range is clear.

WE understand that Mr. J. Carnarvon, Taripan, has been paid the balance of the \$5,000 reward given by "The British Borneo Exploration Company" for finding manganese in Marudu Bay District. The promptitude with which this large sum has been paid should induce others to prospect for minerals—it is proved it would certainly be to their advantage. We congratulate Mr. Carnarvon.—II. North Borneo Herald.

WILLIAM A. Ellis was charged at the instance of Fred. Oram, proprietor of the Praya East Hotel, with obtaining money and goods by false pretences. It appeared that defendant, who is unemployed, went to Mr. Oram, and, representing himself to be private secretary to the Hon. Dr. Clark, induced him to make him advances of various small sums, and give him credit for supplies. Mr. Oram also lent him a watch and chain, as he complained about the inconvenience of not knowing the time in the mornings. Subsequently from information received, Mr. Oram, made inquiries, and found the man was not what he represented himself to be, and accordingly charged him with false pretences. When arrested a pawn ticket for the watch and chain was found on him. He had nothing to say and was sent to gaol for six months with hard labour.

IR. Singapore in 1904, cholera and small-pox accounted for 3 and 22 deaths respectively, the latter occurring in all the three Settlements. From January to September, 1905, 15 cases of plague have been reported in Singapore with 14 deaths—two have been reported from province Wellesley and one in Penang. The estimated population of the Colony in 1904 was 595,784, the figures given by the census of 1901 being 572,240. The death rate was 30 per mile as against 39.49 in 1903. The mean estimated population for 1903 is 603,164. The monthly death rates in Singapore from January to August range from 50.54 to 56.44.

THE London correspondent of the Straits Echo hears from an official quarter that the Russian Government has ordered the Russo-Chinese Bank and the Chinese Eastern Railway Company to prepare an account of their expenditure and losses in Manchuria, Korea and China as a consequence of the war. It is well known that the Russian Government has a heavy financial interest in both these undertakings, and something like 25,000,000 roubles were posted up on door posts. But although called a club he would also prove that any one could go in and bet on the cricket fights. When the detective went up to the first floor all the defendants were found there. This floor had several rooms and a verandah partitioned in to form another room. In the rooms were tables with pots and a big bowl on them and into this bowl two men each put a cricket, and then with a small brush teased the crickets to incite them to fight, the onlookers staking on their favours while the bankers took 10 per cent. of the winnings. The stakes were called in catties at the rate of 10 catties to the dollar, the stakes ranging from 10 to 50 catties representing \$1 to \$50. When Inspector Gourlay, with Sergeant Watt and a posse of constables, entered, a game had just finished, and so intent were the winners on getting their money, and the losers on staking on the next fight, that their entrance was not observed by the defendants until one, looking up, saw the detective and police and, too late, gave the alarm, and they were all arrested. In these fights should either owner of a cricket withdraw his "animal" a percentage of the money was returned to the losing side. Originally there were 72 men arrested, but nine had not surrendered to their ball.

Detective Chung Kul stated that on the afternoon of the 8th inst., he went to No. 39 Ghosh Street, which he entered from a side lane, and on ascending to the first floor he found the first and second defendants sitting at a table. On entering a room behind theirs he found several tens of men gathered round a table, but owing to the crowd it was not easy to move round. He heard one man say "five for 50 catties," and another said "I am going for 30." As soon as arrangements were completed and the money staked two crickets were put into a large bowl, and the fight commenced. Two boards were hung up, one on each side of the room, on which were displayed the amounts staked. The fight lasted five or six minutes and then it was stated that those on the western side had won. He then heard the third defendant say "Won 80 per cent," and then saw him hand to a man who had staked \$5, the amount of his winnings. He then took the men who had won to where the first and second defendants were sitting. The list of winners was handed to the second defendant who wrote some characters on little pieces of paper which he handed to the winners, some of whom went at once to collect their money from the first defendant, while others waited for another fight. The first defendant paid money on the presentation of these chits, and witness saw money pass.

CROSS-examined by the Hon. Dr. Ho Kai, witness said he visited the house in plain clothes, taking a warrant handed to him by Inspector Gourlay. He first entered the hall, or sitting room, which was about ten feet square, and to the right of this was the room where the fighting was going on; it was about 8 by 12 feet. There were four or five persons sitting in a bed in the accountant's room besides the first and second defendants. He had not to push his way into the room where the fighting was going on; there were about forty people there, and they were standing round a table three feet square. He did not see any watch at the door of the house or in the lane outside. The case was adjourned until Friday, bail being allowed as before.

Hon. Dr. Ho Kai said he did not know what was become of the crickets, some of which were "valuable animals."

Mr. Bowley said they were being carefully looked after by the Police.

RECREATION GROUNDS.

H.E. The Governor has appointed the undermentioned to be members of the committee for the Wong-nei-chong and Queen's Recreation Grounds:—Naval, Capt. George Carpenter, R.M.L.I.; military, Major H. J. Kolsall, R.O.A.; polo club, (Vacant); golf club, Mr. C. M. G. Burnie; cricket club, Mr. H. R. Phelps; football club, Mr. P. W. Goldring; hockey club, Mr. J. Barton; jockey club, Mr. T. F. Hough; and Victoria Recreation club, Mr. W. Armstrong.

THE Captain Superintendent of Police has given notice that 53 boats now in the hands of the Water Police will, if not claimed, within one week from the 13th inst., be sold by public auction.

DURING the month of August 650 deaths were registered in the Colony. Of these 25 were among the European and foreign community, the civil population recording 24, the other being from the army.

A CORRESPONDENT of the B.N.H. Herald inquires if anyone can inform him if a snow-white specimen of the dwarf Kingfisher has ever been found. He has been lucky enough to secure one of these extremely rare albinos.

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## TELEGRAMS.

[Ruter's.]

The "Matin" Disclosures.  
DISCLAIMED BY M. DELCASSE.

LONDON, 13th October.

M. Delcasse, interviewed by the *Echo de Paris*, disclaimed the *Matin* revelations, and when asked if they were imaginary, he smiled and begged the interviewer not to ask him any more.

Later.

## A GERMAN VIEW.

M. Jaures, in an article in *La Humanité*, declares that he knows, immediately after the Kaiser's visit to Tangier, M. Delcasse informed the Cabinet that Great Britain offered her assistance to France, and in the event of a conflict Great Britain was prepared, even by a written treaty, to engage to assist France, by mobilizing the fleet and landing 100,000 men in Germany. The only detail of which M. Jaures was ignorant, is that Schleswig Holstein was Great Britain's objective.

The inspired German press treats the revelations of *Le Matin* most seriously, and displays great irritation at the hostile disposition imputed to Great Britain by the *Le Matin*.

It is reported that the matter has formed the subject of informal diplomatic discussion between Great Britain and Germany.

## Canada and Japan.

Governor-General Grey, speaking at Winnipeg, counselled closer trade relations with Japan.

## THE BERLIN MISSION.

A YEAR'S WORK.

In 1891 the Berlin Mission Society supported a boarding school and nine day schools at a cost of \$1,348, which amount was subscribed in Hongkong and Canton. Eight years later they supported—besides the higher grade school and the theological classes, entirely supported by the mission three boarding schools with 82 pupils, and 24 day schools, with 433 pupils. The subscriptions for this work amounted to \$1,935, and the expenses in \$2,823.8. The figures of last year were as follows:—132 pupils; i.e. four boarding schools at an expense of \$1,067.77; 655 pupils in 17 day schools at an expense of \$1,520.41; a total expense of \$3,527.18. The subscription in Hongkong and Canton, for which the Society is very thankful, amounts to \$1,935. The Mission is very sorry to find the expenses of one year exceeding their receipts by the large sum of \$1,572.18, and would feel thankful to find some new friends to help them overcome this difficulty.

The Mission Board has still a further burden for schools. There are 96 students in two higher grade schools at an expense of \$1,230.24; 62 students in the theological classes at an expense of \$1,518.96; i.e. 15 pupils in four girls' schools at an expense of \$1,70.88, making a total expense of \$1,570.08.

Having to provide for a deficit of more than Marks 100,000 caused by the heavy loss of property sustained during the South African war and never refunded by the English Government, this means a great additional burden to the society.

For those interested in the state of mission work and the results of last year, the Rev. A. Kollecker in his report as superintendent of the Mission Schools connected with the Society, gives the most important figures: On our 10 stations, 100 stations, and 44 preaching places, 19 missionaries, 16 wives of missionaries, 2 single ladies, 3 native pastors, 100 native preachers and 52 teachers were at work. Result: 1,134 converts have been baptized, 751 of them being men, 43 women, and 144 children. This brings up the total number of the Christians of the Berlin Mission, in the Canton Province to 5,153.

It is unsatisfactory to find such a deficit in the account although a small effort is required to wipe this off. There is a sum of \$1,156.05 on the wrong side and considering that the subscriptions last year from Hongkong were only \$975 the debit balance should easily be done away with. Chinese officials and gentlemen who subscribed \$73, Canton sent in \$248, the Mission Board paid \$2,572.82, and the support given by parents towards the boarding schools amounted to \$415.25. Against this there were payments totalling 16,09.08.

## BANGKOK TRAMWAY.

OPENED BY THE KING.

His Majesty the King has officially opened the lines of the Siamese Tramway Co., Ltd. Among those present were very many Royal Princes and noblemen, representatives of the foreign legations, the chief officials of the Government, and several hundreds of other Siamese and Europeans.

The following is a translation of the poem written H. R. H. Prince Naradhip, Chairman of the Siamese Tramways Co., Ltd., on the occasion of the opening of the lines by His Majesty the King:

On this prosperous day of the opening of the tramway, all I am rejoiced together that a rapid means of transit, constructed at their own initiative and by their own capital, has been brought to a successful completion. The King has been graciously pleased to show the friends of Siam a good example of work accomplished in our city, which will raise it to an equality with cities of other nations. Some may envy our wealth and prosperity, but all the people of Siam are unanimously delighted on this auspicious occasion. The Siamese tramway is finished and His Majesty has given his aid. May every success attend our undertaking. Long live the King and may happiness attend him all his life! May the emblems of sovereignty ever remain with him, and may he ever continue to have the good wishes of his subjects.

## LAND SALES.

DEEP WATER BAY.

Particulars and conditions of sales of Crown Land printed in the current issue of the *Gazette* indicate that the Government intend disposing of large lots of land at Deep Water Bay, Rural Building lot "a. 123, adjoining Rural Building Lot 44, Deep Water Bay, and marine lot 291 in the same locality, are to be disposed of, the former to be let by public auction sale on Monday, the 30th inst., and the latter at a subsequent date. Lot 123, which is subject to an annual rent of £236, comprises 112,000 square feet, the boundary measurements being 500 feet on the northern and southern sides, and 200 feet in the eastern and western boundary lines. Special conditions of sale set out that the purchaser shall trim the surface of the lot and leave it in a clean and reasonably smooth state to the satisfaction of the Director of Public Works, at the termination of the lease, also that the Government shall have power to resume, at any time during the term of the lease (75 years from the 22nd June, 1868) the area necessary for the construction of a public road not exceeding 50 feet in width, by granting in exchange an equivalent area of land contiguous with the boundaries of the lot. In the event of the lot being purchased by the owners of Rural Building Lot 44, it shall be optional for the Government to construct the road across Rural Building Lot 44, in whole or in part, subject to the grant of an equivalent area as aforesaid and to no interference being caused with any permanent works belonging to the owners.

The upset price is \$5,000.

Marine Lot 291, which will be held at an annual rent to the Government of \$50, and put up for sale at an upset price of \$1,065 contains 19,000 square feet, the boundary measurements being north-east, 100 feet; south-west, 100 feet; south-east, 196 feet; and north-west, 196 feet. Within two years, of the date of sale the purchaser will have to reclaim the whole area of the lot to such levels as may be approved by the Director of Public Works, and shall protect the reclaimed area with substantial sea walls or slopes to the satisfaction of that officer. The Purchaser will, subject to the written approval of the Director of Public Works, be permitted to remove earth from Crown Land in the vicinity for the purpose of reclaiming the lot. The actual area of the lot will be determined before the issue of the Crown lease, and premium and Crown rent will then be adjusted in proportion to the area and in accordance with the amounts of premium and Crown rent at which the lot is sold. The purchaser shall not acquire any right of access to the sea along the north-east or south-west boundaries of the lot.

## QUARRY LOTS.

The right to quarry stone on two lots, west of Tui Wan village, Ngau Shui Wan in the New Territory, comprising 21,350 square feet (upset annual Crown rent, \$16.), and 10,000 square feet (upset annual Crown rent, \$68) respectively, will be let by public auction sale on the actual sites, on 30th inst.

## CURE FOR TUBERCULOSIS.

While the world will rejoice if eventually a cure for tuberculosis is discovered, we cannot but think that it is gravely inexpedient on the part of Dr. Behring to hold out such high hopes of the discovery of a true remedy. It is true that as the discovery of the diphtheria serum, whose success appears to be established, Dr. Behring has on his side all the authority of success in another region of bacterial research. But that eminent investigator states that his new remedy is not a serum or a vaccine. It is therefore the result of inquiry of a new character, and his success as regards the discovery of the serum for diphtheria does not cover possibilities of failure in his investigations into tuberculosis. We (Singapore *Free Press*) have, however, ground for inferring that his remedy is now being applied experimentally in number of selected cases, under constant observation, and that his confidence is the result of a general improvement in all of those cases following on the application of his unperfected remedy. Dr. Behring's statement that he will make no definite announcement of his methods till next August, implies that his treatment is continuous, and its effects only to be declared as effective after a sufficiently prolonged application. When we think of the appalling death rate, in early adult life from pulmonary tuberculosis, we may realize the agonies of a new hope, aroused by Dr. Behring's statement, in the hearts of afflicted millions. Such hopes have been aroused before in the same way in connection with Dr. Koch's investigation, but these hopes were fatally disappointed. It would be too cruel if the same result followed Dr. Behring's work. But the tone of confidence he adopts means that he has a certain body of favourable data on which to base, and his postponement of his final announcement for nearly a year proves that he will not be content without a demonstrative success. If Dr. Behring is finally successful, his name will occupy one of the most honoured places in the history of the noble profession to which he belongs. If he fails it would be an added calamity to millions of despairing people.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory: On the 14th at 10 a.m. The barometer has fallen quickly over the E. and N.E. coasts of China owing to a depression which is moving Eastwards over the Lower Yangtze. Probably the depression is followed by the area of high pressure.

Pressure has increased and is high over E. Japan.

Gradually at present slight are likely to increase on the China coast in the course of 24 hours.

Light E. winds probably freshening from N.E. later, are indicated in the Formosa Channel, and fresh N.E. monsoon over the N. part of the China Sea.

Forecast—light to moderate winds, E. to N.

N.W.

## ONE THOUSAND WARSHIPS.

The most interesting idea which has occupied the attention of the diplomatic world for a long time past is the suggestion, mooted a few days ago by an influential New York newspaper of high standing, to the effect that the time was ripe for the formation of a new triple alliance, the high contracting parties to which should be Great Britain, France, and the United States.

The idea is not quite a new one, but its novelty consists in the fact that it was put forward at a time when the relations between the three countries are of an unusually cordial character, and by a sober and frequently inspired journal. It is probably very much "in the air" at present, but its possibility is not too remote, and its importance is not great, it is at least worthy of serious consideration.

With the adhesion of Japan practically assured, the combination would be one of such enormous power that it almost amounts to a truism to say that it would ensure the peace of the world. Its effects may perhaps best be shown by a few comparative tables which will reveal some startling facts.

## 20,000,000 SQUARE MILES OF LAND.

|                            | sq. miles. |
|----------------------------|------------|
| The British Empire         | 12,750,000 |
| France and her possessions | 5,000,000  |
| The United States          | 3,145,000  |

Total ... 20,895,000

When it is stated that the total land area of the world is computed to be 197,000,000 square miles, the importance of the above figures will be appreciated.

The enormous area of the British dominions—easily the greatest Empire in the world—was stated in the House of Lords only a few days ago to be 121 millions of square miles, although in books of reference it is placed somewhat lower than this. The joint territory would constitute more than one-tenth of the total land-surface of the globe.

## POPULATION.

|                            | Men.        | Guns. |
|----------------------------|-------------|-------|
| The British Empire         | 400,000,000 | 1,200 |
| France and her possessions | 80,000,000  | 500   |
| The United States          | 83,000,000  | 100   |

Total ... 573,000,000

In round figures the total population of the earth is 1,500,000,000 so that the subjects of the new alliance would number more than one-third of the world's inhabitants.

## FIGHTING POWERS.

The armed strength of the alliance would be stupendous, and it would be practically impossible for any combination of world Powers to bring to bear a force capable of even threatening it seriously.

|                            | Men.      | Guns. |
|----------------------------|-----------|-------|
| The British Empire         | 1,073,000 | 1,200 |
| France and her possessions | 3,500,000 | 500   |
| The United States          | 200,000   | 100   |

Total ... 4,793,000 6,700

In compiling the above, the whole strength of the armies has been taken into account. Thus, that of Great Britain includes the Regulars, Reserves, Militia, Volunteers, the troops in India, and all the native colonial forces. The United States army is almost insignificant in comparison to that of France, but 200,000 perfectly trained men constitute a force that is not to be ignored.

## GIGANTIC NAVIES.

When we come to the navies of the three Powers, the overwhelming force of the combination is more strikingly apparent.

|               | Britain. | France. | U.S. |
|---------------|----------|---------|------|
| Battleships   | 67       | 36      | 26   |
| Cruisers      | 132      | 65      | 44   |
| Torpedo craft | 240      | 281     | 51   |
| Submarines    | 40       | 69      | 4    |

Total ... 477 454 125

## TOTAL SHIPS 1,256.

These figures include battleships, cruisers, and submarines now building for the three Powers; and this vast combined navy would be manned by, roughly, 600,000 men. The similarity in the total number of ships possessed by Great Britain and France will be seen to be due to the fact that France has a large excess of torpedo craft and submarines, but the total fighting weight is much in favour of this country.

An examination of these figures shows that Great Britain, when her building programme is completed, will possess 107 battleships and cruisers, France 101, and the United States 70. This is a much greater force of heavy fighting ships than the rest of the world could muster altogether. Germany, when her naval plans are complete, will only have 87 battleships and cruisers of all types.

## COLOSSAL WEALTH.

The combined income which the three allied Powers would enjoy amounts to the tremendous sum of £392,515,000 a year. The individual revenues for the year 1904 (excluding colonies) were as follows:

|  | Great Britain | France      | United States |
|--|---------------|-------------|---------------|
|  | £141,515,000  | £14,000,000 | £80,000,000   |

Total ... £392,515,000.

As against this they have national debts amounting to the almost incredible sum of 2,170 millions of pounds, of which France's share is by far the largest:

|  | Great Britain | France         | United States |
|--|---------------|----------------|---------------|
|  | £750,000,000  | £1,200,000,000 | £200,000,000  |

Total ... £2,170,000,000

The shipping controlled by the three Powers constitutes two-thirds of the total shipping of the world. Worked out in tons, it is as follows:

|  | Great Britain | France    | United States |
|--|---------------|-----------|---------------|
|  | 1,200,000     | 1,200,000 | 5,108,000     |

Total ... 7,508,000.

These are but rough calculations, and touch only the fringe of the problem. The power of nations consists not only in ships, men, and money, but in the volume of their trade and commerce, and to enter into details of these would require much more space than is now at my disposal.

Forecast—light to moderate winds, E. to N.

Japan.

Gradually at present slight are likely to increase on the China coast in the course of 24 hours.

Light E. winds probably freshening from N.E. later, are indicated in the Formosa Channel, and fresh N.E. monsoon over the N. part of the China Sea.

Forecast—light to moderate winds, E. to N.

Japan.

Pressure has increased and is high over E. Japan.

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Forecast—light to moderate winds, E. to N.

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LTD.

## JOINT SERVICES.

TODAYLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

|                       | STEAMERS    | DUE           |
|-----------------------|-------------|---------------|
| GLASGOW and LIVERPOOL | "DEUCALION" | 15th October. |
| GLASGOW and LIVERPOOL | "MENELAUS"  | 31st          |
| GLASGOW and LIVERPOOL | "HECTOR"    | 7th November. |
| GLASGOW and LIVERPOOL | "PINSUEY"   | 7th           |
| GLASGOW and LIVERPOOL | "GLAUCUS"   | 14th          |

S.S. "Deucalion" left Singapore at daylight on the 10th inst., and is due here on the 15th.

## HOMeward.

|                             | STEAMERS    | TO SAIL       |
|-----------------------------|-------------|---------------|
| GENOA, MARSEILLES & L'POOL  | "AGAMEMNON" | 15th October. |
| LONDON, AMSTERDAM & ANTWERP | "DIOME"     | 24th          |
| LONDON, AMSTERDAM & ANTWERP | "MACHAO"    | 7th November. |
| GENOA, MARSEILLES & L'POOL  | "CHINGWU"   | 15th          |
| LONDON, AMSTERDAM & ANTWERP | "KINTUCK"   | 21st          |

Taking cargo for Liverpool at London rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

|                                                          | STEAMERS  | TO SAIL        |
|----------------------------------------------------------|-----------|----------------|
| VICTORIA, SEATTLE, TACOMA, and YOKOHAMA                  | "PINSUEY" | 8th November.  |
| all PACIFIC COAST PORTS, and NAGASAKI, KURE and YOKOHAMA | "GANFA"   | 30th November. |

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th October, 1905.

## CHINA NAVIGATION CO. LIMITED.

| FOR                 | STEAMERS | TO SAIL       |
|---------------------|----------|---------------|
| NINGPO and SHANGHAI | "YUNNAN" | 15th October. |

| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU" | 16th |
|---------------------------------------------------------------------------------------------------------------|-----------|------|
| TSINGTAO, CHEFOO and NEWCHWANG                                                                                | "PAKHOU"  | 17th |

| MANILA           | "TEAN"    | 17th |
|------------------|-----------|------|
| OCEBU and ILOILO | "KAIFONG" | 24th |

| YOKOHAMA and KOBE                                                                | "TSIMAN" | 5th November. |
|----------------------------------------------------------------------------------|----------|---------------|
| Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. |          |               |

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking cargo and passengers at through rates for all New Zealand and other Australian ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th October, 1905.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amanships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain.     | For    | Sailing Dates.                |
|------------|-------|--------------|--------|-------------------------------|
| ZAFIRO     | 2540  | R. Rodger    | MANILA | SATURDAY, 21st Oct., at Noon. |
| RURI       | 2540  | A. H. Notley | "      | SATURDAY, 28th Oct., at Noon. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 14th October, 1905.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast). About

"ALSTON"..... SATURDAY, 21st October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 10th October, 1905.

## BOO CHEONG,

STATIONER AND PAPER MERCHANT,  
No. 20, Pottinger Street.

HAS always on hand all varieties of  
Stationery, Printing and Note Papers,  
Copying Presses, also Automatic Cyclone  
and Elizium Duplicator.

Hongkong, 10th February, 1905.

TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,

48, DES VŒUX ROAD.

SHIPS loaded from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1905.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain T. AUSTIN, R.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents, Return, 50 cents; Beverage, to cents.

Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of 50 cents.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3.

First Class Passengers, who do not care to return to the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO.,  
2nd Floor, No. 16, Victoria Street,  
Hongkong, 9th October, 1905.

## STEAM TO CANTON.

## THE New Twin Screw Steel Steamers.

Tons Captain

"KWONG CHOW"....1,309..T. R. MEAD.

"KWONG TUNG"....1,308..H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4

Meals ..... \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S. S. CO., LTD., and

YUEN ON S. S. CO., LTD.,

No. 8, Queen's Road West,  
Hongkong, 23rd August, 1905.

## INDO-CHINA STEAM NAVIGATION CO. LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship . . . . .

SHANGHAI..... HANGSANG !..... TUESDAY, 17th Oct., 4 P.M.

MANILA..... LOANGSANG !..... FRIDAY, 20th Oct., 4 P.M.

FIANTSIN..... ESANG !..... TUESDAY, 24th Oct., 3 P.M.

S'GAPORE, PENANG &amp; CALCUTTA..... LAISANG !..... TUESDAY, 24th Oct., 3 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 14th October, 1905.

## TRIPS TO CANTON AND MACAO.

## THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY

and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY,

THURSDAY and SATURDAY, about 5 P.M.

On SUNDAYS she will make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.

The "YING KING" is especially fitted for these runs, being the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton ...\$3.00

Second " " " " " 1.50

First class single journey to Macao 1.00

" " " " " 2.00

Second " " " " " 80 Cents.

Third " " " " " 1.50

" " " " " 3.00

Breakfast, Tiffin and Dinner \$1 each only.

Wines and Spirits of the best brands are used.

The wharf in Hongkong is at the West end of Wing Lok Street.

The wharf in Macao is the same as the S.S. Persistence.

For further information, apply to the Office of

YUK ON S. S. CO., LTD.,

No. 216, Wing Lok Street, Hongkong,

or to

Messrs. WENDT &amp; CO., Canton Agents.

S. A. NORONHA, Macao Agent.

dark like fire bursting from flint in an age of stone. Having served its purpose, it was left to rot and fall by its own weight.

It was in this same campaign of 1592 that a Korean general, the military counterpart of Admiral Yi, invented a bomb and mortar which was used in the siege of several strongholds which the Japanese had garrisoned. According to the old record, it buried a missile over the walls, and when this exploded, the Japanese, who had crowded round to exhale it, were torn to pieces by the flying débris or choked by the sulphurous fumes of the burning powder. The secret of this invention perished with its inventor, but it is said that the old mortar may still be seen in one of the Government storehouses in the fortress of Nam-han to the south of Seoul. It is to be hoped that such a curiosity will be found and carefully preserved by the modern warriors of Japan whose forefathers once experienced its terror.

Another of the great discoveries of the world, Korea can claim as her own. Her people were the first of any to originate and use moveable metal type. A font of metal type was cast in 1406, the first the world had ever seen. The art of xylography had of course existed for centuries, and clay type was in use in Japan, but Korea was the first to initiate the use of the more durable metal type. And so well did she perform the work to which she applied herself that the type then cast has come down to the present time practically unimpaired.

But although Korea has startlingly demonstrated the latent ability of her people by the invention of these four things—the ironclad, the suspension bridge, the shell, and the metal type—the fact that she has never followed up these great achievements or made them the stepping-stones of higher things, convicts her of an intellectual apathy which has become so hopelessly incurable that Providence has now consigned her future to the care of a more energetic and progressive race.

If, however, Korea has been unable to justify her continued existence as an independent nation, the element of genius within her people, which has shown such brilliant, if ephemeral, flashes in the past, may under the wings of Japan adora once more with renewed lustre the future which is breaking across the skies of Asia.—P.M.G.

#### JOY OF LIVING IN NEW ZEALAND

The law of governing labour in New Zealand are often enforced in a most exasperating way, says Dr. Francis R. Clark in an article on Australasia in *Public Opinion*, July 22d. "If you are in a barber's chair after the clock struck 1 on Saturday, or whatever day of the week, may be the legal half-day, you are liable to arrest and fine, as well as the barber who shaved you. If a poor dressmaker is seen with a light in her shop after 6 o'clock she exposes herself to arrest in some parts of the country, however much her customers may need the dress or she may need the money." In the eye of the law every Chinese (for there are a few Celestials still left in the larger cities) is a 'factory,' and comes under the provisions of the factory laws. If he is caught ironing a shirt out of hours he is in some places fined or imprisoned without mercy. At one time, in some sections, house servants were obliged to take a half-holiday whether they wanted it or not, and were compelled to leave their master's premises, polens volens, unless actually prevented by sickness. Servants in America apparently do not need such legal compulsion to take their Thursday afternoon off.

"A physician of whom I know, after a long and arduous morning of calls upon patients, was driven home by his coachman, who drew him the reins as they arrived at his house door, saying: 'You will have to take the horse out yourself to dry, sir; this is my half-holiday, and I am not allowed to work any longer.' And the curious thing about the statement was that it was not the impudent uprightness of a servant, but actually good law, for the servant and master would both have been liable to arrest and fine if the coachman had unharnessed the horse."

#### FUNERALS IN FRANCE.

According to a French paper, on December 29, 1904, it was decreed that the monopoly of funerals should be equally divided between the cities of France and the churches. The city has the exclusive right to transport the body, to decorate the exterior of the mortuary building and to furnish caskets. The church, on the other hand, has the sole right to decorate the interior of the house of the deceased and to decorate the churches. From the mortuary buildings provided by the city, there go forth each day 150 funeral processions, or 55,000 a year. Twelve hundred persons are employed in the industry, including offices, workshops, warehouses, stables, etc. A stock of materials to the value of a million dollars is carried. The services rendered by this branch of the Paris municipal government are divided into many classes but only the first five are profitable. On all the others there is a net loss. The institution is required to furnish caskets and other materials free to the indigent poor. The charges in the first of the five classes on which a profit is made amount to \$1439, which includes \$200 for the catafalque, each coachman and livery \$3, and \$2 extra for shoulder-knobs and 80 cents extra for cockades. A standard of flags costs \$5, and a war horse led by \$8. The caskets vary in price from \$5 to \$60, according to material and finish. Although this department has been in operation but a short time, it is judged to be successful.

#### COURTESY IN STREET CARS.

One thing seems much the same everywhere. In every American city the spectator has visited—and the experience of women of his acquaintance is the same—the workingman is more apt to be courteous to women on the cars than the business man. "I am perfectly able to stand," said a Philadelphia woman, "and I am always sorry when the car I take happens to have workingmen on it, for no matter how tired they are after a hard day's work, they never let a woman stand if they have a seat to offer her; and I hate to take it, when they need it so much more than I do." The further South one goes, the more courtesy to women is shown. Of course, this may be partly accounted for by the fact that the strenuousness of life has not invaded the South to any great extent. But it is refreshing to see it. The spectator once witnessed the advent of an inexperienced, middle-aged Southerner in a crowded Northern trolley car. The conductor, not dreaming of harm, had just propelled a frail-looking woman into the crowded interior, with the customary push and "Step lively!" when the Southerner took the centre of the situation, so to speak, by saying to him in an intense voice:

"You dare to lay hands upon another lady, and I'll knock you off that car!"

The faces of the down-trodden race of passengers lighted up. The conductor stared and realized the situation. As long as the Southerner rode on the platform, the amenities of life were observed, at any rate. It was Don Quixote, perhaps—but then it is the spectator's private opinion that America, nowadays, needs "Don Quixote in a good many places at once," Spectator, in *Outlook*.

#### Shipping.

##### Arrivals.

| Vessel                | From                            | Agents | Due |
|-----------------------|---------------------------------|--------|-----|
| Ronash, Jr. s.s.      | 1,123, J. Feayor, 11th Oct.     |        |     |
| Rajang, 4th Oct.      | Timber—Order.                   |        |     |
| Poona, Br. s.s.       | 4,877, C. R. Longden, R.N.R.    |        |     |
| 14th Oct.             | London and Sept., and Singapore |        |     |
| Wingang, Br. s.s.     | 7,174, W. Stalker, 14th Oct.    |        |     |
| —                     | Wuhu and Chinkiang 10th Oct.    |        |     |
| Gen. —& Co.           |                                 |        |     |
| Aygammon, Br. s.s.    | 4,461, R. Day, 14th Oct.        |        |     |
| —                     | Shanghai 10th Oct. Gen.—B. & S. |        |     |
| Hainan, Br. s.s.      | 610, A. J. Robson, 14th Oct.    |        |     |
| —                     | Watow 13th Oct. Gen.—D. & Co.   |        |     |
| Haiyan, Fr. s.s.      | 377, L. Andersen, 14th Oct.     |        |     |
| Hollow, 13th Oct.     | Gen.—R. Houghton, 14th Oct.     |        |     |
| Mausung, Br. s.s.     | 1,644, R. Houghton, 14th Oct.   |        |     |
| Sandakan 8th Oct.     | Gen.—J. M. & Co.                |        |     |
| Cheney Chew, Br. s.s. | 1,213, E. Edwards, 14th Oct.    |        |     |
| Moj, 8th Oct.         | Coal—Midzushima & Co.           |        |     |
| Petchaburi, Ger. s.s. | 1,375, G. Hillmann, 14th Oct.   |        |     |
| Bangkok 5th Oct.      | Rice and Gen.—B. & S.           |        |     |
| Heim, Nor. s.s.       | 758, A. E. Eriksen, 14th Oct.   |        |     |
| Bangkok 5th Oct.      | Rice—Yuen Fat Hong              |        |     |

##### Clearances at the Harbour Office.

| Proton, for Rangoon.      |
|---------------------------|
| Agamemnon, for Singapore. |
| Allatoa, for Kutchinotzu. |
| Vunus, for Ningpo.        |
| Pitanulok, for Swatow.    |
| Bourbon, for Sozon.       |
| Dalat Maru, for Swatow.   |
| Meefoo, for Shanghai.     |
| Triumph, for Swatow.      |
| Amelia, for Holmow.       |
| Stella, for Canton.       |
| Zwenna, for Amoy.         |
| Wingsun, for Canton.      |
| Haimun, for Swatow.       |

##### Departures.

| Oct. 14.                  |
|---------------------------|
| Saturn, for Singapore.    |
| Doris, for Kobe.          |
| Sridharvaras, for Hoitow. |
| Rhacia, for Shanghai.     |
| Cupri, for Bombay.        |
| Meefoo, for Shanghai.     |
| Amigo, for Haiphong.      |
| Victoria, for Newchwang.  |

| Passengers arrived.                                    |
|--------------------------------------------------------|
| Per Mansung, from Sandakan—Mr. Clark.                  |
| Per Halmun, from Swatow—Mr. Thomas, and 10 Chinese.    |
| Per Wingang, from Wuhu, &c.—Misses Johns and E. Johns. |
| Per Chempuk, from Moji—Mr. Sergeant.                   |
| Per Pichaburi, from Bangkok—Mr. Wilhelm.               |

##### Shipping Report.

Sir Poona from London—Moderate monsoon.

Sir Rosneath from Rajang—Fresh to strong N.E. monsoon, high sea.

Sir Champsaw from Moji—Moderate N. to NE. winds and sea the whole passage.

Sir Wingsun from Wuhu, etc.—Moderate to fresh NE. wind, fine weather throughout.

Sir Halmun from Swatow—Moderate NE. monsoon, and fine clear weather, and moderate NE swell.

##### Vessels in Port.

| STRAMMUS.                                                                  |
|----------------------------------------------------------------------------|
| Ailsacraig, Jr. s.s.                                                       |
| 2,165, A. D. Mondy, 13th Oct.                                              |
| Karatu, 8th Oct.                                                           |
| Coal—M. B. K.                                                              |
| Anambla, Dan. s.s.                                                         |
| 1,174, G. Deem, 12th Oct.                                                  |
| Bangkok, 3rd Oct.                                                          |
| Kite—M. & Co.                                                              |
| Atlantis, Am. s.s.                                                         |
| 965, Alderney, 1st Oct.                                                    |
| Manil, 28th Sept.                                                          |
| Gen.—Order.                                                                |
| China, Am. s.s.                                                            |
| 1,856, D. E. Friele, 9th Oct.                                              |
| San Francisco 6th Sept., and Manila 7th Oct.                               |
| Mails and Gen.—P. M. S. Co.                                                |
| Clavering, Br. s.s.                                                        |
| 2,154, D. Barton, 6th Sept.                                                |
| San diego 1st Aug.                                                         |
| Ballast—C. C. S. S. Co.                                                    |
| Daiji Maru, Jap. s.s.                                                      |
| 1,568, T. Tagami, 6th Oct.                                                 |
| Nagasaki 1st Oct.                                                          |
| Martine Products and Gen.—Order.                                           |
| Empress of China, Br. s.s.                                                 |
| 1,046, R. Archibald, R.N.R., 26th Sept.                                    |
| Vancouver, B.C., 11th Sept.                                                |
| and Shanghai 24th, Mails and Gen.—C. P. R. Co.                             |
| Glenloch, Br. s.s.                                                         |
| 2,097, E. J. Stallard, 13th Oct.                                           |
| London 9th Aug., and Singapore 9th Oct.                                    |
| Gen.—C. I. C. Iro. & Gow.                                                  |
| Hainan, Fr. s.s.                                                           |
| 178, Roulet, 12th Oct.                                                     |
| from Kungmoon, Ballast—B. & Co.                                            |
| Hellas, Ger. s.s.                                                          |
| 1,579, H. Rohde, 10th Oct.                                                 |
| Canton 9th Oct.                                                            |
| Gen.—S. & Co.                                                              |
| Lairies, Br. s.s.                                                          |
| 1,341, J. B. Jackson, 1st Oct.                                             |
| —Saigon 27th Sept., Meaf and Gen.—Chinese.                                 |
| Lightning, Br. s.s.                                                        |
| 2,122, J. G. Spence, 10th Oct.                                             |
| Calcutta 23rd Sept., Penang and Singapore 4th Oct., Gen.—D. S. & Co., Ltd. |
| Onsang, Br. s.s.                                                           |
| 1,787, J. T. Davies, 12th Oct.                                             |
| Protebolino, and Oct. Sugar—J. M. & Co.                                    |
| Pitsanulok, Ger. s.s.                                                      |
| 1,668, L. Gorcken, 8th Oct.                                                |
| Bangkok 1st Oct., Gen.—B. & S.                                             |
| Proteus, Nor. s.s.                                                         |
| 1,024, N. C. Krabbé, 12th Oct.                                             |
| Tolny, Nor. s.s.                                                           |
| 741, Eng., 28th Oct.                                                       |
| Raling, 27th Sept.                                                         |
| Timber—Order.                                                              |
| Triumph, Ger. s.s.                                                         |
| 769, A. Hansen, 13th Oct.                                                  |
| Shanghai 6th Oct., and Swatow 12th, Gen.—O. S. K.                          |
| Yunnan, Br. s.s.                                                           |
| 1,206, W. Miller, 13th Oct.                                                |
| Manila 10th Oct.                                                           |
| Ballast—B. & S.                                                            |
| Zweena, Br. s.s.                                                           |
| 950, J. Ewart, 11th Oct.                                                   |
| Samara via Singapore 4th Oct., Sugar—Chinese.                              |

##### SAILING VESSELS.

| Churchill, Am. 4-masted sch. | 600, Huffman, 27th Aug.       | Hull, Ballast—Master.              |
|------------------------------|-------------------------------|------------------------------------|
| Ecuador, Ger. 4-masted ship. | 2,193, O. Dickmann, and Sept. | New York 19th May, Parraine—Order. |
| DOOR RETURNS.                |                               |                                    |
| HONGKONG AND WHAMPoa DOCKS.  |                               |                                    |
| Clavering                    | at Kowloon Dock.              |                                    |
| Atlantis                     | " "                           | " "                                |
| Kai-pai                      | " "                           | " "                                |
| Shuttle                      | " "                           | " "                                |
| Sui-Sang                     | " "                           | " "                                |
| Samsen                       | " "                           | " "                                |
|                              | Cosmopolitan                  | " "                                |
| SHANGHAI.                    | 7th Inst.                     |                                    |
| Store Nordiske               | Old, Oct. 2.                  |                                    |
| Labor.                       | International, New,           |                                    |
| Huss Dollar                  | " "                           |                                    |

##### HONGKONG AND WHAMPoa DOCKS.

Clavering ..... at Kowloon Dock.

Atlantis ..... " "

Kai-pai ..... " "

Shuttle ..... " "

Sui-Sang ..... " "

Samsen ..... " "

Cosmopolitan ..... "

SHANGHAI.

7th Inst.

Store Nordiske ..... Old, Oct. 2.

Labor. ..... International, New,

## Intimation.

## THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

THE following are in Stock:

PRIME AUSTRALIAN BEEF, MUTTON,  
LAMB, PORK,  
DAIRY FARM FED PORK.Bacon, Best Wiltshire ..... \$0.70 per lb  
"Caro" Meat Extract ..... 2 oz. \$0.70 per pot.  
"do" " 4 oz. " 1.25 "  
Ducks, Local (dressed) ..... 1.05 each  
Fish, Fresh Canadian Salmon ..... 0.60 per lb  
Fish, Australian Smoked Mullet ..... 0.60 "  
Fish, " do " Schnapper 0.65 "  
Geese, Local (dressed) ..... 1.50 each  
Hares, Australian 1st Grade ..... 1.40 "  
Ham, Best York ..... 0.70 per lb  
Ham, Australian, "Pineapple" Brand ..... 0.60 "  
(2 cts. extra per lb for Ham if cut).  
Kidneys, Australian Sheep ..... 0.05 each  
Lemons, Australian ..... 48 cts. & 60 cts. per doz.  
Oysters, American (large size, in tins) ..... 2.50 per tin  
Oysters, Australian (in bottles of 24 and 5 doz.) ..... \$1.25 & \$2.50 per bottle.  
Pigeons, Local ..... 0.25 each  
Rabbits, Australian 1st Grade ..... 0.65 "  
Sausages, Australian Frizt ..... 0.65 per lb  
Sausages, Own Make (of Australian Meats) ..... 0.25 "  
Snipe, Local ..... 0.25 each  
Tongues, Australian Sheep ..... 0.20 "  
Turkeys, Choice Australian (plucked) ..... 0.60 per lb

## SPECIAL NOTE.

Orders required to be filled in the Early Morning should be sent in before 3:30 P.M. the previous day.

Orders for NOON should be sent in by 8:00 A.M. the same day.

Orders for 3:30 P.M. should be sent in by Noon the same day.

Hongkong, 12th October, 1905. [688]

## Mail.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
TRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
RUSSIAN GULF, CONTINENTAL, AMERICAN  
AND SOUTH AFRICAN PORTS.)

THE Steamship.

CHUSAN,

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 21st October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Britannia, 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement), transhipped at Colombo, into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &amp;c., will be conveyed from Bombay by the R.M.S. Moldavia, due in London on the 2nd December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 7th October, 1905. [12]

## Mails.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,

DJIBOUTI, EGYPT, MAR-

SEILLES, LONDON,

HAVRE, BORDEAUX, MEDITERRANEAN AND

BLACK SEA PORTS.

The S.S. " CALEDONIEN".

Captain Gregorj, will be despatched for MARSEILLES on TUESDAY, the 17th October, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. Australien bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. OCEANIEN ..... 31st October.

S.S. SALAZIE ..... 14th November.

G. de CHAMPEAUX,

Agent.

Hongkong, 4th October, 1905. [7]

## To Let.

## TO LET.

SHOP in HONGKONG HOTEL (at present used as a Bar) at the corner of Peppermint Street and Des Voeux Road. Splendid position.

ALSO

SHOP No. 23, QUEEN'S ROAD CENTRAL, now in the occupation of Messrs. W. BREWER &amp; Co.

Apply to— SECRETARY,

Hongkong Hotel.

Hongkong, 12th October, 1905. [1006]

## TO LET.

NO. 13, KNOTSFORD TERRACE, KOWLOON.

Apply to— THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 5th September, 1905. [900]

## TO LET.

NO. 3, MACDONNELL ROAD.

Apply to— THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 19th July, 1905. [755]

## TO LET.

GODOWN No. 3, NEW PRAVA, Kennedy Town.

Apply to— THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 27th June, 1905. [692]

## TO LET.

BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LTD.

Hongkong, 19th August, 1905. [69]

## SHOP TO LET

IN QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occupied by the ROBINSON PIANO CO., possession November 1st.

For Particulars, apply to—

W. BREWER &amp; Co.

Hongkong, 23rd September, 1905. [921]

## TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC LIGHTS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to— H. RUTTONJEE,

No. 5, D'Aguilar Street;

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [1617]

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE

## GENERAL HOUSEHOLD

## REQUISITES

## &amp;c. &amp;c. &amp;c.



## DEPOT

## FOR

## EASTMAN'S

## KODAKS, FILMS,

## AND

## ACCESSORIES

Telephone 236.

AMATEUR WORK Received PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence." para.

| STOCKS.                                                | NO. OF SHARES. | VALUE.  | PAID UP. | POSITION AS PER LAST REPORT.<br>RESERVE. | AT WORKING ACCOUNT. | LAST DIVIDEND.                         | WEEKLY AV. PERCENTAGE. | CLOSING QUOTATION.           |
|--------------------------------------------------------|----------------|---------|----------|------------------------------------------|---------------------|----------------------------------------|------------------------|------------------------------|
| BANKS.                                                 |                |         |          | \$1,000,000<br>\$8,000,000<br>\$50,000   | \$1,702,728         | £1 15/- @ exchange £1/10 = \$16.6667   | 10%                    | \$16.6667                    |
| Hongkong & Shanghai Banking Corporation                | 90,000         | \$125   | \$125    |                                          |                     | for first half-year 1905               |                        |                              |
| National Bank of China, Limited                        | 99,925         | \$7     | \$5      | \$200,000                                | \$41,700            | £2 (London 3/6) for 1905               | 5%                     |                              |
| MARINE INSURANCES                                      |                |         |          | \$1,400,000<br>\$81,739                  |                     |                                        |                        |                              |
| Canton Insurance Office, Limited                       | 10,000         | \$250   | \$25     |                                          | \$150,494           | \$17 for 1905                          | 5%                     | \$17                         |
| China Traders' Insurance Company, Limited              | 24,000         | \$83.33 | \$25     |                                          | Nil                 | \$4 for year ended 30.4.1904           | 5%                     | \$8.33                       |
| North China Insurance Company, Limited                 | 10,000         | \$15    | \$5      | Tls. 800,000                             | Tls. 217,119        | Interim of 7/6 1904                    | 8%                     | Tls. 82                      |
| Union Insurance Society of Canton, Limited             | 10,000         | \$250   | \$100    | \$374,749<br>\$89,139<br>\$84,677        | \$2,028,997         | \$35 for 1905                          | 41%                    | \$78.99                      |
| Yangtze Insurance Association, Limited                 | 8,000          | \$100   | \$60     | \$75,000<br>\$5,000<br>\$3,800           | \$486,284           | \$12 and \$3 special dividend for 1903 | 81%                    | \$17.50 sellers              |
| FIRE INSURANCES                                        |                |         |          | \$1,000,000<br>\$21,693<br>\$2,241       |                     |                                        |                        |                              |
| China Fire Insurance Company, Limited                  | 20,000         | \$100   | \$20     | \$21,693<br>\$2,241                      | \$320,047           | \$6 dividend & \$1 bonus for 1903      | 8.5%                   | \$80 buyers                  |
| Hongkong Fire Insurance Company, Limited               | 8,000          | \$250   | \$50     | \$1,200,000<br>\$21,693<br>\$2,241       | \$360,372           | \$34 for 1905                          | 10%                    | \$40 sellers                 |
| SHIPPING                                               |                |         |          | \$5,000<br>\$25,000<br>\$1,200,000       |                     |                                        |                        |                              |
| China and Manilla Steamship Company, Limited           | 30,000         | \$25    | \$25     | \$5,000<br>\$261,618                     | \$8,832             | £1 for 1904                            | 5%                     | \$18 buyers                  |
| Douglas Steamship Company, Limited                     | 20,000         | \$50    | \$50     | \$88,041<br>\$1,200,000                  | Nil                 | \$33 for year ended 30.6.1905          | 10%                    | \$18 sellers                 |
| Hongkong, Canton & Macao Steamship Co., Ltd.           | 90,000         | \$15    | \$15     | \$18,064                                 |                     | £1 for first half-year 1905            | 7%                     | \$26.50 sellers              |
| Indo-China Steam Navigation Company                    | 70,000         | \$10    | \$10     |                                          |                     | £4,435<br>£12.50                       | 68%                    | \$93 buyers                  |
| Shanghai Tug and Lighter Company, Limited (Preference) | 200,000        | Tls. 50 | Tls. 50  |                                          |                     | Interim of Tls. 2 for 1905             | 24%                    | Tls. 58 sellers              |
| "Shell" Transport and Trading Company, Limited         | 1,000,000      | \$1     | \$1      |                                          |                     | Interim of Tls. 15 for 1905            | 8%                     | Tls. 47.50 sellers           |
| "Star" Ferry Company, Limited                          | 10,000         | \$10    | \$10     | \$24,357<br>\$400,000                    | \$929               | \$180 for year ending 30.4.1905        | 44%                    | \$33 sellers<br>\$25 sellers |
| Straits Steamship Company, Limited                     | 5,000          | \$100   | \$100    | \$21,075<br>\$130,753                    | \$21,231            | \$10 for 1904                          | 7%                     | \$14.50 buyers               |
| Taku Tug and Lighter Company, Limited                  | 30,000         | Tls. 50 | Tls. 50  |                                          |                     | Interim of Tls. 2 for 1905             | 131%                   | Tls. 30 sellers              |
| REFINERIES                                             |                |         |          | \$450,000<br>\$160,000                   |                     |                                        |                        |                              |
| China Sugar Refining Company, Limited                  | 20,000         | \$100   | \$100    | \$450,000<br>\$160,000                   | \$42,812            | Interim of \$10 for 1905               | 101%                   | \$229 sellers                |
| Luzon Sugar Refining Company, Limited                  | 7,000          | \$100   | \$100    | none                                     | \$88,087            | \$5 for 1897                           | 81%                    | \$15 buyers                  |
| Perak Sugar Cultivation Company, Limited               | 7,000          | Tls. 50 | Tls. 50  | Tls. 100,000                             | Tls. 1,635          | Tls. 28 for                            |                        |                              |